Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 509 **Const Calendar Day:** 82 **Date:** 25-Aug-2012 **Saturday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** overcast am, clear pm

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
JACKING SADDLE; LOAD TRANSFER PREP FIELD WORK:

No field work today. ABF Safety checks the confined space air inside W2 first thing in the morning. With no work inside the confined space inside W2 today, the blower is not turned on today. ABF has a short list of some items to address before the next jacking operation to install the second shim.

ABF had planned to address some items with the jacking saddle today, but a late change this morning results in other operations taking priority over work at this location. Ironworkers in Matt Holt's crew and Jim Benninghove's crew are working elsewhere on other areas of the bridge.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
EAST SADDLE; LOAD TRANSFER PREP ISSUES:

See 8/20/2012 diary for notes about punchlist items at this location and discussions with ABF engineers. In recent weeks, I have discussed with ABF engineers Scott Yeager and Levi Gatsos one of those items regarding some debris at the east saddle that needs to be removed prior to continuing with load transfer. Today, the laborers address this item on the punchlist.

During PWS installation at the east saddles (north and south), debris occasionally slid under the strand and lodged between the strand and the saddle on the lower surface of the saddle trough where the strand exits to the mainspan with the cable temporarily high before movement of the cable during load transfer. Any debris in this area will be crushed during load transfer when the cable moves down, with the concern being that this debris will be permanent lodged in this location and potentially be a stress riser on the PWS wires. During PWS installation at the east saddles (north and south), the area was cleaned a few times and tape was used to seal/barricade the area to prevent debris from accumulating in this spot. The tape seal/barricade has deteriorated and there is some debris in this area, particularly at the north saddle where a mechanical pencil had slid into this area.

Laborer foreman Guillermo Limon and laborer Christian Hernandez work between approximately 1030 and 1130 to address this punchlist item. They first clean out the area under the strand, between the strand and the saddle trough, on the east saddle where the strand exits to the mainspan with the cable temporarily high before movement of the cable during load transfer. They use compressed air to blow out the debris. Then they use duck tape to seal the area to prevent debris from getting into this area. They address the portion of the saddle where the strand exits to the mainspan, and they also address a second area not

mentioned previously as a required punchlist item - the portion of the saddle between the splay plate and the end of the divider plates which is a small area where debris can be trapped. Between the north and south saddles, there are 4 total areas that are cleaned with compressed air and sealed with duck tape.

ITEM 67 ERECT PWS CABLE SYSTEM;
BEARING BLOCK TO ANCHOR PLATE BOLTS:

See 8/23/2012 diary for notes about this punchlist item and discussions with ABF engineers. Today, the ironworkers address this item on the punchlist.

The issue is that the bolts attaching the Bearing Blocks to Anchor Plates are not tight. The 7/8" bolts attaching the Bearing Blocks to Anchor Plates are only required to be snug tight - they do not need to be fully tensioned. These bolts are addressed in TC-RFI #0315 R0, and the snug tight requirement is included in Note 21 on Yellow Sheet 733S2C and Note 18 on Yellow Sheet 736R3C to document the decisions made at ZPMC.

Working at the south anchorage are ironworkers James Sturgeon (foreman, part time), Joshua Jacks, and Robert Martell. Working at the north anchorage are ironworkers Kevin Karber (foreman, part time), Ryan Duskin, and Brian Larson. The work starts at 0700 and is done approximately 1100.

There is an issue with some of the bolts, resulting in 1 bolt on the south and 3 bolts on the north not being tightened. Because the bolts were not tightened previously (at ZPMC or during PWS erection), some of the nuts and washers that go with the bolts disappeared. ABF found other nuts to put with the bolts, but some of those other nuts were Metric M22 nuts, not the Imperial 7/8" nuts that match the threads on the bolts. The use of Metric threaded nuts on Imperial threaded bolts resulted in one bolt on the north and one bolt on the south with damaged threads. However, for the one bolt on the north with damaged threads, an Imperial nut threaded onto the bolt chases the threads to the point where they can be satisfactorily used with snug tight nuts as required. The three bolts on the north are not tightened today, because the ironworkers do not have the Imperial 7/8" nuts available there. The one bolt on the south with the damaged threads is not worked on after the nut was threaded onto it, but the threads might be too damaged because the Metric nut was threaded almost all the way onto the Imperial bolt.

ABF mostly completed the bolting of the bearing blocks punchlist item. Out of 137x2x2 = 548 bolts, there are 4 left to be addressed. Of the 4 bolts not completed, 3 will be completed when ABF gets the right nuts (which are needed at the north anchorage, but the nuts are located at the south anchorage), but one of the bolts (at the south anchorage) may have threads that are too damaged.

INSPECTOR OT REMARK:

8 hours OT in the field and office: I check the W2 WJS to see if ABF is going to do any of the remaining necessary work there prior to the next shim installation, like they had scheduled to do today but ended up not doing. At the East Saddles, laborers clean debris under the strand and seal the area once clean, addressing a punchlist item to be completed before load transfer. At the East Anchorage, ironworkers tighten the bearing block bolts, addressing a punchlist item.